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THE VIRGINIUS MASSACRE. PROBABLE EXECUTION OF ALMOST ALL THE

PASSENGERS. ONLY EIGHTEEN SAVED FROM DEATH-THREE OF THESE SET AT LIBERTY-POLICY OF THE SPAN-ISH GOVERNMENT-OPINIONS ABROAD AND AT

A fact is incidentally mentioned in a telegram from Havana which throws some light on the fate of at least 42 of the passengers on board the Virginius hitherto remaining in obscurity. Until the receipt of this dispatch there has been no positive statement that more than 110 out of the 170 passengers had been executed. It is now stated so circumstantially as to leave little room to doubt that 42 others have also been shot, leaving 18 only who escaped this extreme penalty. Of these 18, who, it was intimated some time ago, would be more fortunate than their companions, only three have been set at liberty. The names of the 12 victims executed on the 8th of November are made public, and a description of the arrival of the Virginius at Havana, escorted by three Spanish war vessels, is also given. The atrocities of the authorities in Cuba has occasioned some comments abroad. One prominent London journal asserts that Great Britain would view favorably the annexation of Cuba to the United States; a Madrid journal, said to be published in the interest of the Alphonsists, advises the Spanish Government to send our Envoy to Spain his passports. The policy of the Spanish Government, however, appears to be very conciliatory, based, it is said, on the desire to obtain the moral support of the United States for the Republic. In our own country nothing very important respecting the course of our Government has been made known. The Secretary of the Navy has been actively engaged in naval preparations. Among these the most significant is the departure of the flagship Worcester, with Rear-Admiral Scott on board, for Key West, which is to be made a large depot for supplies. Among the intelligent comments on the situation may be mentioned the letter from Senator Summer. The sentiment throughout the

THE FATE OF THE PASSENGERS.

country does not appear to have undergone any im-

CONFIRMATION OF THE REPORT THAT ONLY EIGHTEEN HAVE BEEN SAVED FROM DRATH-NAMES OF

THOSE EXECUTED ON THE STH OF NOVEMBER, HAVANA, Nov. 18 .- Of the members of the crew of the steamship Virginius who were not killed by the Spaniards at Santiago de Cuba, four were condemned to the chain-gang for life, three to eight years' imprisonment, eight to four years' imprisonment, and three were set at liberty. The following are the names and ages of the Cubans shot on the 8th inst.: Arturo Loret Mola, 18 years 6 months; Augustin Varona, 28 years; Oscar Varona, 19 years; Guillermo Volls, 24 years; José Boite, 26 years; Salvador Penedo, 23 years; Enrique Castellanos, 29 years; Augustin Santa Rosa, 40 years; Justo Consuegra, 25 years; Francisco Porrapita, 19 years; José Otero, 27 years; Herminio Quesada, 18 years. All of the above were well known in the island, several having seen service already in the Cuban

ARRIVAL OF THE VIRGINIUS AT HAVANA. SHE IS ACCOMPANIED INTO THE HARBOR BY THREE SPANISH WAR VESSELS.

HAVANA, Nov. 18.-The steamer Virginius arrived harbor with the Spanish colors at her mast-head. A Procession was formed consisting of the Isabella la Catalica and another man-of-war in advance, the Virginius following, and her captor, the gunboat Tornado, bringing up the rear. In this order they passed up the harbor, the shores of which were lined with crowds of citizens. There was some cheering along the lines of spectators as the Tornado passed.

POLICY OF THE SPANISH GOVERNMENT. A SATISFACTORY AND HONORABLE SETTLEMENT DE

MADRID, Tuesday, Nov. 19, 1873. The Spanish Cabinet are unanimously in favor of settlement of the a satisfactory and honorab

ginius difficulty, but regard the maintenance of the integrity of Spanish territory as essential. JOINT ACTION WITH ENGLAND RECOMMENDED. LONDON, Wednesday, Nov. 19, 1973.

The Daily News expresses the hope that the British and American Governments will act together in the settlement of the Virginius affair with Spain.

EARNEST PROFESSIONS OF FRIENDSHIP-ORDERS TO SPANISH NAVAL OFFICERS TO OBSERVE THR UT-MOST CAUTION IN THE CONDUCT TOWARD AMER-

[GENERAL PRESS DISPATCH.]

WASHINGTON, Nov. 18 .- Information received from Madrid shows that the Spanish Government is in carpest in its profressions of friendship for the United States. It expresses anxiety to do everything in its power not only to preserve but to strengthen the peaceful relations now existing between thel two countries Apart from commercial relations, Spain desires the moral support of the United States in its effort to permanently establish a republican government in that country, and hence the report received here gains credit that orders have been issued by the Spanish Admiralty to Spanish naval officers in the West Indies to observe the utmost caution in their conduct toward vessels carrying the United States flag, and to do no act that would have the effect of adding to the present excitement in the United States growing out of the late unhappy occurrences at Santiago de Cuba.

OPINIONS ABROAD.

A LONDON JOURNAL FAVORS THE ANNEXATION OF CUBA TO THE UNITED STATES.

LONDON, Tuesday, Nov. 18, 1873. The Daily Telegraph of this morning has another leading article on the Virginius affair. It says: Considerations of policy and humanity would lead England to view favorably the appexation of Cuba to the United States. That the American Government will await the reassembling of Congress before taking action In the Virginius matter is evidence that its policy will not be governed by popular clamor. We do no despair of a peaceful solution of the question. In view of the difficulty the United States would experience in retaining possession of Cuba if annexed, we whould advise the Government of that country to acknowledge the belligerency of the insurgents and ultimately

A MADRID JOURNAL ADVISES THE SPANISH GOVERN-MENT TO SEND GEN. SICKLES HIS PASSPORT.

guarantee the independence of the island, asking in re-

turn the abolition of slavery.

MADRID, Tuesday, Nov. 18, 1873. The Diario Español, the organ of the Alphonsista and hostile to the present Ministry, advises the Government to send Gen. Sickles his passport.

OPINIONS AT WASHINGTON. SPECULATIONS UPON THE ATTITUDE OF OUR GOV-ERNMENT-THE PREPARATIONS OF THE PRESI-

DENT TO STATE THE CASE TO CONGRESS, [BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, Nov. 18 .- The position of the Government heretofore given, with reference to Cuban affairs, was not changed by the Cabinet meeting today, although the subject was discussed for two bours. No information has been received at the State Department placing the case in a different attitude, and there is not the slightest reason for be heving that the main case, as between our Government and Spain, will be determined until the meeting of Congress. The position of the President, however, must be taken before Congress meets, and his determination is dependent on the course of the Madrid Government during the next eight or ten

days. On the facts as they exist to-day there is rea-

son to believe that he has a settled policy as to what for the defense undertook to show what was found course he will take in his message to Congress; but events may change before the day of assembling of the legislative branch of the Government. This leaves the present condition as follows: We have made certain demands on Spain for reparation, and that Government, so far as known, has neither admitted the justice of the demands nor

urged the injustice of them; it has not indicated what it will do in case the facts as claimed are established, and indeed it has given no satisfactory assurances of any character. A few meaningless as surances of a desire to accord full justice is all that Spain has done. True, she has asked for delay-a request which will be allowed to rest until the last moment possible, but Spain also has indicated unmistakably that she will do nothing until she has fully informed herself of the facts. gress or the American people would put themselves in the attitude of forcing a Government to make redress on incomplete or uncertain testimony is not a question for discussion here. The President must message and he has but ten days in which to do it. Before that period clapses it would seem to be reasonable to suppose that Spain, if she has done nothing, will be in the attitude of having refused to do what was demanded of her. The course of the President is then clear. He must report the failure of the Spanish Government to accord our demands, with such recom-

mendations as he sees fit.

As to the nature of the President's recommendations, nebody on terms of familiarity with high officials here can doubt, for the Cabinet is a unit and in perfect accord with the President. All are as strong in their opinions toward Spain as thoughtful people everywhere are, and in favor of severe and, it is thought, immediate measures. There are two courses from which the President may choose. He may recommend the unqualified, imperative recognition of the Republic of Cuba, leaving her at liberty to govern herself, or he may recommend that force be used for the absolute capture of the island and its annexation to the United States. As to these propositions, the members of the Cabinet, it is understood, are divided, some being in favor of recognition and others in favor of annexation. The case has not reached that point where it is necessary to decide between the propositions, but that the President will take one or the other is not doubted here. That the alternative will be presented is shown by the fact that Spain has already declined to do anything until she has full official information, which must require, considering the distance between her colony and herself, several weeks to obtain. Will Congress accord that delay? is a quustion the decision of which cannot be long postponed.

LETTER FROM SENATOR SUMNER.

The following letter from the Hon. Chas. Sumner, intended to be read at the Cuban Mass Meeting on Monday evening, was not received until yesterday. Gen. McMahon, in behalf of the Committee on Speakers and Telegrams, authorizes a positive denial of the statement that some of the letters and dispatches intended to be read at the meeting were suppressed on account of their unfavorable sentiments:

GENTLEMEN: It is not in my power to be with you at

your meeting to ask for justice in Cuba.

Allow me to add that, longing for immediate Emancipation in this neighboring island, where Slavery still shows its infamous front, and always insisting that delay is contrary to justice, I do not think it practicable at this moment, on existing evidence, to determine all our here at 2 o'clock this afternoon. She entered the duties in the recent case where civilization has received

Here very easy to see that no indignation at dreadful butchery, inconsistent with the spirit of the age, but unhappily aroused by an illicit fillbustering expedition from our own aheres, kindred to that of the Alabama for which England has been justly condemned in damages, can make us forget that we are dealing with the Spanish nation, struggling under terrible difficulties to become a sister republic, and therefore deserving from us present forbearance and candor. Nor can we forget the noble President, whose eloquent voice pleading for humanity and invoking our example, has so often charmed the world. The Spanish Republic and Emilio Castelar do not deserve the menace of war from us.

If watchwords are needed now, let them be Immediate Emancipation and Justice in Cuba, -success to the Spanand peace between our two nations. Bearing these in mind, there will be no occasion for the belligerent preparations of the last few days, adding to our present burdensome expenditures several millions of dollars, and creating a war fever to interfere with the general health of the political body.

I am, gentlemen, your faithful servant,

The Committee, &c., &c , &c.

VIEWS OF SENATOR STOCKTON. THE SPANISH GOVERNMENT CLEARLY RESPONSIBLE FOR THE VIRGINIUS MASSACRE-THE OFFENSE THE SAME THAT ENGLAND COMMITTED IN 1812-NO DISPOSITION ON THE PART OF THE ADMINIS-TRATION TO TAKE ADVANTAGE OF THE PRESENT CONDITION OF SPAIN-THE POLICY OF CONGRESS IN NOT STRENGTHENING OUR NAVY CONDEMNED -THE PROBABLE ATTITUDE OF THE DEMOCRATIC PARTY ON THE QUESTION.

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, Nov. 18 .- Senator Stockton of New-Jersey has arrived in this city. As a leading Democratic Senator, his views upon the Cuban question are especially interesting, and his long experience in the diplomatic as well as the legislative service of the country gives them additional value. His opinions, as expressed to-day, are substantially as follows: No enforced apology or excuse that Spain can make will relieve what is clearly a serious situation. Those on board the Virginius were under the American flag upon the high seas, and occupied the same position as if they had been in Washington. Those who boarded the Virginius, took possession, and shot in cold blood the crew as well as the passengers, were officers and soldiers of Spain, holding their commissions under that Government, and using the arms of that Government. Spain must therefore not only disown the act, but punish as criminals all those engaged in it, or must be re-

sponsible for the violation of international law. The War of 1812 was occasioned more by the violation on the part of England of this principle, by attempting to board American vessels on the high seas to search for deserters from the English flag, than by any other cause. The affair of the Chesapeake, which was the match that kindled the flame. is yet fresh in the memory of some still living. The United States at that time had a small navy, and apparently little hope of any success in coping with the "Mistress of the Seas;" but yet, so important was this principle even then, that no hesitancy was felt in making the issue. By the effort of our diplomatists, and the justness and necesof the principle itself, it has besity come an acknowledged precept of international law. So, on the coast of Africa, where the slave trade was carried on under false and foreign flags with impunity, under the eyes of men-of-war sent for the purpose of preventing it, it became necessary, in order to stop the trade effectually, that the maritime Powers should, by treaty, supulate each to keep a certain number of war vessels on the coast of Africa, because none would consent to have their flag violated nor their ships visited for purposes of inspection by eruisers of a foreign power. Senator Stockton recalled the case of a young lieutenant in our navy, who commanded a cruiser of the United States and captured, in violation of this rule, a vessel which turned out to be loaded with a cargo of slaves, sailing under a foreign flag.

Being sent to the port of Boston, she proved to be

an American vessel, and proceedings were at once

instituted in the Circuit Court against the

captor. Mr. Webster defended the case, and Judge

Story was the presiding Judge. When the counsel

NEW-YORK WEDNESDAY, NOVEMBER 19, 1873.

on board the ship, and that she was a pirate and liable to capture, the testimony was excluded, on the ground that the act of going on board a vessel sailing under a foreign flag being illegal under the circumstances, the defense could not use any evidence of the character of the vessel which was obtained by that illegal act. Mr. Webster inquired of the captor what had induced him to violate the foreign flag. He replied that he did so because he knew that it was a fraud, and that the vessel was a Baltimore clipper, and any seaman would know it in any port of the world. The vessel was then lying in Boston harbor, and a number of sea captains then in port being called at random confirmed this fact, when the Court said that, being now legally on board the ship, evidence could be given as to what they found thereon. The proposition, however, that the flag on the high seas protects all it covers, is too well established to be successfully disputed at this day.

But the most serious part of this question seems to be that, if the accounts in the papers are true. several days after Spain had disavowed the act, and while she was asserting as a necessary part of her defense, that she had the power as well as the will to prevent further outrages of a similar character, the remainder of the prisoners were butchered in cold blood. Now, if Spain was acting in good faith. then it must be true that she has not the power to prevent her own soldiers and mariners from becoming pirates on the high seas and from violating international law and the commonest dictates of humanity.

How long it is decent and becoming for a great maritime power, which has an island in such a condition as Cuba is in adjacent to its territory, to permit this state of things to exist, one of the most serious questions for the Administration to consider. The Administration cannot be blamed for exhibiting heretofore a desire to take advantage of the internal dissensions existing in Spain, to acquire possession of the island of Cuba, or even to assist her in her efforts at independence. The Administration has preserved itself from any blame on that score. No action which the present emergency may call for, no matter how decided, how prompt and energetic-no matter what consequences it may lead to-can be attributed to any design to take advantage of the present condition of Spain. In fact, this country is to-day far inferior to Spain in its preparations for maritime war, and if, unfortunately, we should be driven by our own self-respect and the proper assertion of those principles of international law to which we are fully committed, into a war with Spain, it will be found that we are utterly unprepared to cope with her on the sea, so far as ships and warlike preparations are concerned.

Here the Senator spoke at length of the weakness of our navy, and referred to his repeated efforts in the Senate to secure its reënforement. He condemned the policy of Congress of letting our navy go to ruin because we were at peace. The personnel of our navy was never better, but to send our brave men to sea in old-fashioned, rotten, wooden ships, or entombed in monitors, might result in sacrificing their lives foolishly and in destroying the prestige of our navy. The folly of Congress in neglecting to strengthen our maritime force is no excuse, the Senator continued, for any hesitancy to maintain the inviolability of our flag and to protect what it covers on the high seas. He spoke of the brutal murder of the officers and crew of the Virginius with much feeling, and said it appeared that men who shipped with no knowledge of the objects of the voyage, and the engineer and firemen who took service with no motive but to get work, which the financial condition of the country made it so difficult

to get at home, were butchered with the rest. Speaking, in conclusion, of the probable attitude of the Democratic party in Congress, he said that while the party would not be willing to violate one principle of international law for the purpose of acquiring any seeming gain, territorial or otherwise, it will at present, as in the past, insist that the dignity of our country shall be maintained, and the certainty of the protection of our flag and of the lives of our citizens in all parts of the world shall be established.

STRENGTH OF OUR NAVY. EFFICIENCY OF OUR IRON-CLADS FOR HARBOR DE-VULNERABLE, POINTS ITORS-NAVAL ORDNANCE.

[GENERAL PRESS DISPATCH.

WASHINGTON, Nov. 18.-It was generally believed the Cabinet session to-day would have additional information of an official character from either Minister Sickles or Consul-General Hall relative to the recent outrages at ¡Santiago de Cuba, but there was nothing to engage the attention of the meeting further than has already been made public. A feature of the conversation to-day at the session was the existing activity in naval matters. There is general satisfaction with the promptitude of naval officers and femployés generally in responding to the orders of the department to the end that the service shall soon be in a state of efficiency. Naval officers have been approached relative to the comparative strength of the Spanish and American navies. While a majority of them know, from reports which for some years past have been officially sent to the Department, the formidable character of the Spanish war ships generally, they have no fear from that fact. Even should war result it would not be, excepting so far as the Island of Cuba is concerned, a war of invasion on our part, and the naval warfare would not be on the high seas, but confined to the Cuban coast and to parts of the United States, which many prominent officials here think would be thoroughly protected by ironclad monitors and torpedo obstructions. Old naval officers who have seen active service on our ironclads, even before these were brought to the present state of efficiency, declare, without hesitation, that one of our monitors could sink a Spanish man-of-war in a close contest in a few minutes. Our monitors havng but little hull visible-only 18 inches above the water-line-are practically invulnerable; and even the part exposed could be still further protected, if ned necessary, by means of fenders. A Spaniard could of course decline a fight by running away from the monitor, and the latter, not being constructed for speed, could not make a successful pursuit. But after the action should be begun, and the two vessels be in close quarters, our monitor would soon disable its opponent. The Spanish war steamers which are represented to be of such a formidable character are plated with iron to the extent of four inches thick, but within 1,000 yards of a monitor this would be considered of little importance in the face of one of our powerful 15-inch guns, in which are used from 80 to 100 pounds of powder at a single discharge. The Spanish ironclads being constructed after the model of ordinary vessels, present a large hull above the water line The most vulnerable point about a monitor is the

affording fine marks for our gunners. turret, which may be prevented from revolving by an enemy's shot; but great care has been exercise to perfect them in this respect. Even should the turret be disabled, the guns could be directed by means of the helm. Though this latter course would occasion some inconvenience, it would not destroy the efficiency of the monitor. Again, it has been said that American ships are deficient in heavy rifled ordnance, and that every foreign fighting ship is armed with guns of that class; but officers of experience express the opinion that the employment of rifled ordnance on armed ships in preference to smooth bores, is an anomaly, if not a grave error. A vessel of war should be constructed to resist shot and shell at the shortest distance, and they argue that a sifled piece is inferior to a smooth bore at a very short range, say 500 or 1,000 yards. Generally the smooth-bore is just as effective at dis-Bee FuthPage.

A NOVEMBER TEMPEST.

SELS ASHORE ON THE JERSEY COAST.

PHASES OF THE FIRST SNOW-STORM. TS HISTORY FROM ITS CRADLE TO ITS GRAVE-VERY LITTLE DAMAGE REPORTED IN THE HARBOR-VES-

The storm-cloud which hung over the city Monday night did not break until yesterday noon In the early hours of the night sleet and snow, now and then changing into rain, were heard dashing against the window-panes by the sleepless ones of a household. A strong wind carried the storm along, which swept through the streets with mighty force, breaking the sands of brittle branches from the trees, unhinging signs, slamming loose shutters, and filling chimneys with most dolorous melody. After midnight the atmos phere became colder, and snow fell steadily until daybreak. The residents in the more open sec tions of the city looked out from their windows, in the morning, upon a truly Winte landscape. Snow completely hid the earth from sight, the only token being the spears of grass here and there obstinately lifting their heads. Snow also clung to the branches and whitened the trunks of the trees, almost concealed the faded grape leaves upon the arbors, and glistened upon the spires of distant churches. As the morning advanced the air became warmer and a light rain began falling, which ceased, however, at 10 o'clock, and the sun broke through the clouds. Attacked by its rays, the snow, which was about six inches in depth, began to melt with great rapidity. The slippery sidewalks were quickly transformed into sloughs, through which pedestrians plodded with horror. By the efforts of the police the sidewalks of the great thoroughfares were cleared of the meiting snow early in the day. Never theless the roadways were covered from curbstone to curbstone with small mounds of snow and large pools of water. On Broadway many merchants had the street crossings cleared at their own expense; but notwithstanding these efforts, long stretches of the street were eft unimproved, and the general discomfort was only slightly relieved. Toward nightfall the atmosphere

another storm was threatened. The railway trains coming to the city were delayed by the storm. Although the strength of the gale was very great, there were only a few store signs blown down, and the police did not report any severe accidents

again became colder, gray clouds covered the sky, an

From facts furnished by the officer in charge of the United States Signal Station in this city, it appears that the storm of Monday night and yesterday morning was of an unusual nature, and in some of its features strongly confirmatory of the theory of an annual "No rember wave," as advanced by Prof. Glashier of the Royal Observatory at Greenwich, England, and Prof. Maury of the United States Signal Corps. It has been settled by observation that of the many storms that yearly arise in the Rocky Mountain region, and sweep to the Atlantic coast, this annual November storm is the only one dur ing the year which has its rise on the Pacific slope, and it is in contemplation by the Signal Corps officials to endeavor next year to establish the truth of their pres ent supposition that the November wave is connected with the annual November meteoric shower. On the morning of the 15th inst., an abnormally high barometer was observed to be advancing upon the Pacific coast, apparently following a marked depression observable in the Mississippi Valley. This relatively high and low barom etric condition mereased throughout that day, at the same time advancing eastward. The area of low barometer was found on Sunday to have reached the lake region where it divided into two centers, one advancing eastward by the St. Lawrence Valley, the other moving south-eastward over New-York, the minimum pressure being observed yesterday morning at New-London Conn., where the barometer indicated 28.66, the lowest pressure ever yet recorded since the settlement of America. At the same time the barometer at Fort Garry, Manitoba, indicated a pressure of 30.40, a difference which can best be comprehended; by supposing that some sudden submarine disturbance had made a depression of six feet in the center of New-York Bay. The rush of waters and consequent destruction in the latter case would not be more disastrous than would be the cyclone now advancing upon New-England, if its current should chance to

disastrous that would be carried the sound chance to fairly strike the surface of the earth. Intense cold follows the cyclone, and a marked change in this regard may be expected within the next 26 nours. The atmospheric disturbance, as traced, seems to have veered to the north on the Pacific coast, jumping the Rocky Mountains at the plaineau of Manitoba, where that range is some 5,000 feet lower than in the Territories to the south of it, and traveled thence to the lakes via the valley of the Red River of the North.

The severity of the storm in the barbor and along the Jersey shore, was a subject of considerable comment and speculation yesterday. A few disasters were reported along the coast, although no loss of life was mentioned. At the wrecking effices and other points of information, it was thought that further details of the damage caused by the gale would be learned to-day. I was thought that you would be learned to-day, and by the gale would be learned to-day, afternoon the only Sandy Hook pilot who afternoon the only Sandy Hook pilot who afternoon the only sandy terms of the formation, a damage caused by the gale would be damage caused by the only Sandy Hook pilot who Yesterday afternoon the only Sandy Hook pilot who came up the bay spoke in demonstrative terms of the driving hall and rain which came with the north-east gale. The Jersey coastwise steamers were all delayed, but the accidents reported were all to sailing vessels, but the accidents reported were all to sailing vessels, and occurred hear the Breakwater, where the gale was an accident to the Breakwater, where the gale was an accident to the sail of the sail of

and occurred near the Breakwater, where the gaie was especially violent.

A dispatch was received yesterday from Atlantic City.

N. J., to the coast-wreckers here, stating that an unknown bark went salore near the upper end of Brigantine Beach during the storm of Monday might, but there were no particulars indicating loss of life or cargo.

The brig Winogan of Yarmouth, N. J., 396 tons burden, commanded by Capt. Hammond, and loaded with bailast, also vent ashore in the harbor of Lewes, Del.

The three-masted schooner L. B. Cowperthwait, Capt.
Potter, loaded with imber, was reported sink off Lewes. This vessel belongs in Providence, is of 367 tons burden, and was built in 1866.

Among the maritime interests it was thought that the storm must have been more disastrous in effect further South, and detailed information is patiently waited for to-day.

South, and detailed information is patiently waited for to-day.

The storm was felt in all its severity among the vessels in both North and East Rivers, yet, contrary to expectation, it was attended with little damage. Boatmen state that seldom have the rivers been so rough as they were at an early hour yesterday morning, the waves running unusually high, and threatening to swamp some of the smaller graft both among those anchored in the stream or made fast to the wharves. But among all the vessels, large and small, ampie preparations had been made to meet the storm, and all rode safely through it. There was considerable activity with the ships' pumps yesterday, but the water shipped occasioned little damage so far as learned. It was reported that two grain barges were sunk during the storm at the foot of West Twenty-fitingst, with their cargo, 21,000 bushels of grain. Most of the ferry-boats continued their usual trips, and the Sound boats were nearly all behind time in their arrival here yesterday. Many of them feared to face the storm, and put back to the leaving port, and as a consequence did not arrive here yesterday till late in the day. No accidents were reported among them. None of the river tows arrived during the day, though no fears are entertained as to their safety.

THE ERIE CANAL BLOCKED.

THE ERIE CANAL BLOCKED. A report was current in the Produce Exchange yesterday that the Eric Canal was blocked with snow 65 miles from Troy, so that boats could not get through. Fears were expressed that a freeze might cause an entire suspension of canal freighting for the Winter. The news caused an advance in al. classes of Western produce. In order to obtain accurate information in recard to the condition of the canal, an inquiry was dispatched by the officers of the Exchange to the State Auditor, to which the following ropiy was re-ceived: "We are advised of no obstruction except at the first lock; snowing very fast." The Auditor has promised to keep the Exchange informed of any changes that affect the navigation of the canals.

THE STORM IN NEW-ENGLAND - A PROVINCETOWN SCHOONER LOST WITH ALL ON BOARD.

[BY TELEGRAPH TO THE TRIBUNE.] Boston, Nov. 18 .- The damage to the shiping in Boston harbor has been very light, notwishstand ing that the stream was full of coasters. Two stone sloops, the Jenny Lind and Gen. Grant, sunk, and on ner carried away her bowsprit. The steam collier Rattlesnake dragged nearly half a mile, but her anchors caught just before she drifted upon the shore. All along the Eastern coast as far as Cape Ann, the disaster have been numerous and the storm is thought ber, 1869. The pieces of a wreck were washed on shore at Nahant early this morning, undoubtedly from the schooner Robert Raitsey, of Provincetown. She was commanded by Capt. T. Coorigan, who, with all his crew, is probably lost. In Marolchead, the schooner Excelsior, of Gloucester, came in collision with another vessel and sank. She had on board 3,800 pounds of fish. The fishing-schooner Rainbow, of Marblehead, is upon Riverbead beach, but can be got off. The Marbiebead life-boat was held in readiness all day. A rumor is cur rent that the Portland steamer was ashore at Baker's Island, but it is not credited.

[GENERAL PRESS DISPATCH.]

BOSTON, Nov. 18 .- Dispatches from the eastrn portion of New-England report a heavy fall of snow during the night, with rain to-day. At Lowell 5 inches of anow fell, and at Portsmouth 7 inches, which is badly

but the shipping in the harbor received no serious damage. Accounts from the coast say the fragments of a wrecked vessel came ashore on the beach at Nahant, and it is feared that her crew have been lost. The name of the vessel is not known. The schooner Excelsior, from Gloncester, was sunk at Marblehead, and the schooner Rainbow is stranded on the beach. The severest rainstorm known here for years raged all night, and con-

tinnes to-day with blustering north-east wind. PROVIDENCE, Nov. 18 .- The New-York boats from Fall River last night proceeded only to Newport, and returned this morning. The boats from New-York due ere and at Newport were delayed by the gale, and had not arrived at noon to-day.

LATER.—The storm which last night was a gale has deared off without doing any serious damage. The parometer reached a lower point than for 14 years before, and remained five hours at the lowest point.

LATER.-From 5:15 p. m. Monday until 8 fo'clock othis norning 3.61 inches of rain fell. The barometer was lower to-day than ever before reported at the signal station in Boston. The gale caused some damage to buildings, ncluding the partial destraction of the spire of the Baptist Church in Randolph, 50 feet of which was blown lows. The meadows and marshes on the Old Colony Railroad were submerged as far as the eye could reach, and causeways, wharves, and lumber-yards were covered by the flood. The storm on Cape Cod was the most evere of any which has occurred for years. To-night the violence of the storm has abated, though it is still loudy and cold, with northerly winds.

GREAT FALLS, N. H., Nov. 18 .- During a heavy storm ast night a section of the Great Falls and Conway Railroad at Milton was washed away, and no trains will run over the road north of that place to-day. THE STORM ON THE HUDSON.

ALBANY, Nov. 18 .- A south-west snow-storm, thich set in last night, has prevailed nearly all day. All the railroad trains have arrived on time, except on the Boston and Albany road. The storm extends west only to Little Falls. On the river the steamers found it mpossible to proceed. The Daniel Drew, which left here last night, lay up at New-Baltimore, and proceeded on her way about noon. The Dean Richmond, which left New-York last night, had not arrived this evening. Navigation on the canal was brought to a stand-still at

TivoLi, Nov. 18 .- Nearly all the steamers of the night lines are from seven to eight hours behind time this morning in consequence of the storm, which has subsided. Thus far no damage is reported.

NEWBURGH, Nov. 18 .- Twelve loaded canal-boats were ank at the wharves at this city during the storm last night. Of these, ten loaded with coal were sunk at the works of the Pennsylvania Coal Company, No lives were lost. The barges and steamers were all delayed until this morning by the violence of the storm. THE STORM IN NOVA SCOTIA.

Halifax, Nov. 18 .- A violent south-east ale, with rain, began at 5 o'clock this morning, increas' ng to a perfect hurricane by 8 o'clock. There was a eavy sea in the harbor and vessels at anchor were with difficulty enabled to nold on. Several drifted up the harbor and two, the brig Gen. Canrobert of Ariehat and the schooner Ida of Prince Edward's Island, went ashere on Commissioner's Point, near the dock-yard. They will get off without damage. The gale was the heaviest experienced here for many years. The barem-eter fell from 29.80 yesterday to 23.90 to-day, the lowest point reached for a number of years. The damage on and consisted in the blowing away of fences, shutters, and the slating from roofs. It has been raining all day. serious damage to shipping off the coast is feared, as fully 50 vessels have sailed from the out ports and Prince Edward's Island, and are known to be on their way to Halifax. THE STORM IN CANADA.

TORONTO, Nov. 18 .- The high wind on Sunday rose to a gale last evening, and a furious snow storm prevailed this morning. The roads are all blocked and the storm is still raging at 6 p. m. The steamship Commodore, from Harbor, Grace, N. F., has arrived, and reports that she saw a loaded bark ashore on her beam-A SCHOONER SUNK DURING THE STORM.

Lewes, Del., Nov. 18.-There was a heavy gale last night. The schooner L. Cowperthwalt, with lumber, from Newburg for Washington, was sunk in the

GOVERNMENT REPORT. GOVERNMENT REPORT.

WAS DEFARTMENT.

OFFICE OF THE CHIEF SIGNAL OFFICER.

WASHINGTON. Wednessiay, Nov. 19—1 a. m.

Synopsis for the past twenty-four hours.

The barometer is rising in the Southern states with falling temperature, north-westerly-winds and clear weather; north-westerly-winds and clear weather; cloudy weather and eccasional light snow in the Ohio Valley and southward over Tennessee; north-westerly-winds, cloudy weather and very low temperature in the north-west and thence to Missouri; north-westerly winds and cloudy weather at last reports prevailed on the lower lakes and over New-England and the Middle States.

For the North-West and upper lakes, and thence south-ward to Missouri and Kentucky, north-westerly winds, occasional light snow in the latter State, clearing weather, and very low temperature.

For Tennessee and the Guif States, north-westerly winds, low temperature, clearing and clear weather.

For the South Atlantic States, north-westerly winds, low temperature, and partly cloudy weather.

For the lower lakes, north-westerly winds, occasional snow, cold, cloudy weather, clearing in the atternoon.

For the Middle States, south-westerly and north-westerly winds, low temperature and clearing weather.

For the Middle States, south-resterly data north-resterly winds, low temperature and clearing weather.

For New-England, westerly and north-westerly winds, occasional snow and cloudy weather, clearing by the afternoon, with falling temperature.

Cautionary signals continue at Portland and Eastport. Reports are missing from all the lakes, New-England. Rocky Mountains, and Pacific stations; also partly from the South-West, the North-West, and the extreme North-West.

BUSINESS PROSPECTS.

ANOTHER PETITION IN BANKRUPTCY AGAINST JAY COOKE & CO .- THE BANKRUPT LAW TO BE MODI-

PHILADELPHIA, Nov. 18. - Another petition n bankruptey against Jay Cooke & Co. will be filed efore Judge Cadwalader to-morrow by Wm. B. Collins and Charles H. Downing, counsel for Samuel Whittel, for a debt of \$7,600, deposited on the 16th of July last. Mr. Cooke stated to a creditor yesterday that as soon as Congress meets the bankrupt law will be modified in very important particulars. SUSPENSION OF THE NATIONAL TRUST COMPANY OF

PITTSBURGH-MYSTERIOUS DISAPPEARANCE OF THE CASHIER.

PITTSBURGH, Nov. 18 .- The National Trust Company of this city suspended payment to-day. The following notice is posted on the door:
In consequence of the unexplained abse

In consequence of the unexplained absence of our cashier and the consequent difficulty of ascertaining the exact condition of this bank, and the impossibility of immediately converting securities held by it, the Board of Directors have deemed it necessary and proper to temporarily suspend the transaction of business. A fail and satisfactory, statement will be prepared and submitted within a few days to all persons interested. The assets of the bank are believed to be amply sufficient for the payment of all its liabilities. The personal liability of the stockholders, however, absolutely secures the payment at an early day of every dollar of the indebtedness of the bank. By order of the Board.

EOBERT DIGASOR, President. FAILURE OF A CINCINNATI FIRM.

CINCINNATI, Nov. 18 .- Rodenfels, Seymour Co., extensive flour mill operators, made an assignnent of their estate late last night. The assets are estimated at from \$65,000 to \$70,000; the liabilities are not

1 For additional Reports on State of Business see Second Page.] THE THORNDIKE MURDER TRIAL. BELFAST, Me., Nov. 18 .- In the Gordon nurder case, Attorney-General Plaisted occupied the porning in summing up for the Government, and had not concluded when the Court adjourned. This after noon Attorney-General Plaisted completed his argument. The Chief Justice will charge the jury to-merrow

A DARING ROBBERY IN MASSACHUSETTS. ALBANY, Nov. 18. - Three men with drawn evolvers entered the house of a family named Pord, at Lenex, Mass. last evening, and while two stood guard over the family, the other robbed the house of \$1,700 in money and several Government bonds. They then made their escape.

THE UNITED STATES STEAMER ADA SAFE. KINGSTON, Ont., Nov. 18 .- The United States samer Ada. for the safety of which fears were enterained, has arrived safely at Detroit.

GENERAL FOREIGN NEWS.

THE SITUATION AT VERSAILLES.

STORMY DEBATE IN THE ASSEMBLY-A VOIR NOT REACHED.

VERSAILLES, Tuesday, Nov. 18, 1873. In the Assembly to-day, Gen. Changarnier presented the motion agreed upon by the Right for the unconditional prolongation of President MacMahon's powers.

A long and stormy debate followed. M. Laboulaye, Reporteriof the Committee on Pro-

ongation, announced that it was impossible for the Government and the Committee to come to terms. M. Bertauld, one of the leaders of the Lett Center, and M. Prax-Paris, a Bonapartist, made strong attacks on the Duke de Broglie, and called on him

M. Jules Simon declared unconditional prolongation of power equivalent to personal government. warned the Assembly that MacMahon would constantly be able by messages like that of yesterday to bring undue influence to bear on its decision. He demanded the definitive establishment of the Re

M. Ernoul, Minister of Justice, spoke in defense of President MacMahon and his administration. The debate was adjourned without a division.

THE BAZAINE TRIAL.

BOURBAKI'S MISSION TO THE EMPRESS VERSAULES, Tuesday, Nov. 18, 1873 At the Bazaine trial to-day Gen. Bourbaki

testified that he undertook the mission to the Empress Eugenia in the belief that it was the only means of saving the army at Metz. THE ASHANTEE WAR.

LONDON, Tuesday, Nov. 18, 1873.

The latest dispatches received by the War Office from Sir Garnet Wolsely, commanding the expedition against the Ashantees, give favorable accounts of its progress, and express strong hopes of success. The General writes exultantly of the excellent moral effect on the troops of the recent skirmishes with the savages.

> PEACE RESTORED IN ARABIA. LONDON, Tuesday, Nov. 18, 1875.

A dispatch from Aden says the Turkish Government has withdrawn its troops from the scene of the recent conflict in Arabia, and peace has been re-REPORTED COMMUNIST PLOT AT LYONS.

The Patrie reports that a plot for the establishment of the Commune in Lyons has been discovered and several arrests have been made there.

Paris, Tuesday, Nov. 18, 1873.

THE INSURRECTION IN CUBA. MANZANILLO SURROUNDED BY THE INSURGENTS-RE-ENFORCEMENTS SENT TO THE TOWN.

HAVANA, Nov. 18 .- Owing to the continuous cutting of the telegraph wires in the vicinity of Man-zanillo, news from the latter place has only been reeved up to the 14th inst. It was brought by steamer to Batabano, and thence telegraphed here.

The people were in fear of another attack from the Cuban forces, who still encircled the town and have out off all communication between the town and the in

Additional barricades have been constructed, and som of the streets leading toward the interior are completely obstructed. Resuforcements of troops reached the city yesterday, and the crews of the few gunboats in the harbor came ashere at night to do guard duty and to assist in defending the city in case of another attack. A large number of families have left the city, while others, especially women and children, have taken up their abode aboard of the gusboats and other lying in the harbor. The houses of some of these families were burned and sacked during the last attack of the insurgents. A rumor, which has been frequently circulated on former occasions, is that the Caban General, Vicente Garcia, was killed during the attack on

FOREIGN NOTES.

A cotton mill near Manchester was destroyed

by fire jesterday. The loss is \$500,000. Fifty thousand pounds in bullion were shipped from Southampton for New-York, yesterday, by the steamship Donau.

Sir John A. Macdonald has declined the

nomination for the Western Division of Toronto, on the gound that it would be nufair to his Kingston con-Information has been received at the Cana-

dian Department of Justice, from Lieut.-Gov. Morris at Manitoba, that a true bill for murder has been found by the Grand Jury against Riel and Lepine.

The Canadian Government is reported to have information of serious disturbances among the Indian tribes in the North-West. Some unessiness in con-sequence is felt in the settlement; more so because of the suspicion that the half-breeds are connected in fo-menting the disturbances.

Capt. T. Pattison, commanding the United States steamer Richmond, reports to the Navy Department that he arrived at Valparaiso on the 4th of October, after a 70-days' passage from Rio de Janeiro. Very severe weather was encountered in the Straits of Magei-lan, during which the ship's rudder was damaged and several sains blown away.

WASHINGTON.

CURRENT TOPICS AT THE CAPITAL. ACTUAL AND ANTICIPATED DECREASE IN THE REV-The revenues continue to fall off, and the rallying

from the effect of the panie has not been as rapid as was hoped and expected. For the quarter ending Sept. 30 the revenue exceeded the expenditures by \$6,000,000. During October the revenues fell off \$3,000,000, and for this month the decrease will be probably \$5,000,000. Since Oct. 1 the expenditures have exceeded the receipts, and the ratio of this excess is increasing each day. At the same time the estimates of receipts from customs and from interhal revenue will be less by several millions than last year, while the estimates from the departments will exceed those of last year by about \$10,000,000. These facts are regarded at the Tressury as having a very marked bearing upon the question of war with Spain, since even if the country remains at peace the annual expenditures must be cut down and taxation increased to meet current expenses, while in case of a war the burden of taxation, in view of the present financial condition of the country, must at once become oppressive. There was collected and discorted by collectors of internal revenue for the once become oppressive. There was collected and deposited by collectors of internal revenue for the fiscal year ending June 30, 1873, \$105,238,480 48, at a cost for collecting of \$1,385,476 28; the cost of assessing the same was \$2,782,420 66. Eae adhesive stamps which are sold by agents upon a percentage are not included in the amount. included in this amount.

ARRIVALS OF IMMIGRANTS AT BOSTON. Washington, Tuesday, Nov. 18, 1975.
Official returns made to the Bureau of Statistics, show

hat there arrived at the port of Boston, during the quarter ended Sept. 30, 1873, 9,254 immigrants, of whom 6,550 were males, and 4,704 females.

4,500 were mailes, and 4,704 feinales.

Ages—Under 15, 2,975; 15 and under 40, 6,066; 40 and over, 1,113. Nationalities—From Sugland, 2,920; Ireland, 2,727; Scotland, 271; Wales, S; Nora Scotla, 1,064; Anorea, 703. German, 479; Sweine, 313; Prisce Edward's Island, 477; Newfoundhad, 150; Russia, 33; Cape de Verde Islands, 27; Norway, 26; Poinod, 26; Denaurk, 20; remainder scattering. These immigrants represent 183 different occupations. Those 20 years of age and over, were Servants, 1,132; labovers, 1,969; merchans, 76; elerks, 56; carpentern, 74; joiners, 39; blecksmiths, 26; weavers, 68; engineers and engine divirers, 26; tailors, 46; spinners, 28; shoomaker, 24; venters, 22; seamen, 182; mariners, 51. Only five passangers died on the vorage.

WASHINGTON NOTES.

WASHINGTON, Tuesday, Nov. 18, 1875. The Southern Chayennes and Arrapahoes left for home this afternoon via New-York. Prior to their departure they went to the Interior Department, where they put their marks to a recent agreement made with them by the Commissioner of Indian Affairs. The Secretary of the Interior and the Commissioner gave them a few words of advice as to their future conduct, and the chiefs expressed their detarmination to keep the peace hereafter.

The Commissioner of Indian Affairs received tion to-day of the safe arrival of the Modeen in charge of Capt. Wilkinson, at Baxter Springs, near their

The colored cities a saxier Springs, near their The colored cities of the District of Columbia with hold a mass meeting on Thanksgiving Eve, to express their sympathy for the Cuban cause. Produce Designs will be one of the speakers.